

Sl.No	States	Total Accidents
15.	Maharashtra	72408
16.	Manipur	600
17.	Meghalaya	428
18.	Mizoram	96
19.	Nagaland	226
20.	Orissa	7593
21.	Punjab	4599
22.	Rajasthan	23115
23.	Sikkim	189
24.	Tamil Nadu	53866
25.	Tripura	657
26.	Uttarakhand	1332
27.	Uttar Pradesh	18325
28.	West Bengal Union	12597
	Territories	
1.	Andaman & Nicobar Islands	205
2.	Chandigarh	530
3.	Dadra&NagarHaveli	127
4.	Daman & Diu	62
5.	Delhi	9351
6.	Lakshadweep	5
7.	Pondicherry	1780
	TOTAL:	439255

Road accidents in the country

361. DR. GYAN PRAKASH PILANIA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

[1 March, 2007]

RAJYA SABHA

(a) the total number of road accidents in the country along with the dead and injured, during the last three years;

(b) the number of deaths and injured every hour and how many accidents occur per 1000 vehicles and how do they compare with U.K./U.SA;

(c) the Accident Risk Index in the country and how these figures compare with advanced countries;

(d) the likely cost of road accidents in the country; and

(e) the preventive steps taken to check alarming scenario of deaths on roads and observations of Supreme Court thereon?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a)As reported by the States/UTs, the details regarding number of road accidents, persons killed and persons injured on all the roads during the years 2003, 2004 and 2005 (the latest available data) are as under:—

Year	Road Accidents	Persons killed	Persons injured
2003	406726	85998	435122
2004	429910	92618	464521
2005	439255	94968	465282

(b) During the year 2003 and 2004, the number of deaths occurred due to Road Accidents is about 10 persons per hour in India compared to the deaths of less than 5 persons in USA and less than one person in UK. Similarly, the number of injured persons every hour in India was in the range of 49 to 53 persons, whereas in the USA it was between 318 to 329 and in the case of UK, it was about 32 persons. The number of accidents per thousand vehicles in India is about 6 whereas for USA and UK are 8 and 7 respectively for the year 2003 and 2004.

(c) Accident Risk Index for the Road Sector is not available for India.

(d) Planning Commission had assessed the social cost of road accidents in the country in the year 1999-2000 at Rs. 55,000 crores, which constituted about 3% of the Gross Domestic Products of the country for the year.

(e) The safety of road users is primarily the responsibility of the concerned State Government. However, this department has taken several steps to improve road safety for road users which are as under:—

- i) Road safety is the integral part of road design at planning stage for National Highways/Expressways.
- ii) Various steps to enhance road safety such as road furniture, road marking/road signs, introduction of Highway Traffic Management System using Intelligent Transport System, enhancement of discipline among contractors during construction, road safety audit on selected stretches, have been undertaken by National Highways Authority of India.
- iii) Refresher training to Heavy Motor Vehicle drivers in the unorganized sector.
- iv) Involvement of NGOs for road safety activities by Department of Road Transport and Highways and National Highways Authority of India.
- v) Setting up of Model Driving Training School in the country.
- vi) Publicity campaign on road safety awareness through audio-visual-print media.
- vii) Institution of National Award for voluntary organizations/individual for outstanding work in the field of road safety.
- viii) Tightening of safety standards of vehicles.
- ix) Provision of cranes and ambulances to various State Governments/ NGOs under National Highway Accident Relief Service Scheme. National Highways Authority of India also provides ambulances at a distance of 50 Km. on each of its completed highways under its Operation & Maintenance contracts.
- x) Widening and improvements of National Highways from 2 lanes to 4 lanes and 4 lanes to 6 lanes etc.

Hon'ble Supreme Court in course of hearing of Writ Petition (Civil) No. 13029 of 1985 (M.C. Mehta vs. Union of India & Others), I.A. Nos. 7, 8, 9 & 10 had directed the police and other authorities of NCR and NCT of Delhi entrusted with administration and enforcement of Motor Vehicles Act and generally in control of traffic to ensure *inter alia*, that transport vehicles are not permitted to overtake any other four-wheeled motorized

[1 March, 2007]

RAJYA SABHA

vehicles. Enforcement and compliance of this direction is the responsibility of the State authorities of NCR and NCT of Delhi-Delay in Delhi-Gurgaon Expressway

362. SHRI DEVDAS APTE: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the completion of Delhi-Gurgaon Expressway project has failed once again in time schedule;

(b) if so, the details thereof;

(c) by when this project is likely to be completed;

(d) how much budgetary cost has been incurred due to delay in completion;

(e) whether Government would put blame on the private parties engaged in construction work and would also consider to share the burden of delayed cost; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) to (c) The anticipated date of completion of Delhi-Gurgaon Expressway has been revised now from June, 2007 to September, 2007. The major part of the project except the elevated stretch between Rao Tula Ram (RTR) Chowk to Palam, is likely to be completed by April, 2007.

(d) There is no budgetary cost incurred due to delay in completion.

(e) and (f) Do not arise.

Delay in golden quadrilateral projects

363. SHRI SANJAY RAUT: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that many projects like Golden Quadrilateral highway projects run through National Highways Authority of India (NHAI) were delayed and running very late;